# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### INTERDEPARTMENT CORRESPONDENCE

FILE:

STP00-0218-01(001) Chatham

**OFFICE:** Engineering Services

CSSTP-0007-00(259)

P.I. Nos.: 522790 & 0007259

Jimmy Deloach Parkway Extension

**DATE:** August 30, 2010

FROM:

Ronald E. Wishon, State Project Review Engineer OCA

TO:

Bobby K. Hilliard, PE, State Program Delivery Engineer

Attn.: Robert Murphy

### SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held March 8-11, 2010. Responses were received on August 30, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT#	Description	Potential Savings/ LCC	Implement	Comments
		PI No. 5227	90 ROADWAY (F	RD)
RD-1	Use a 32 ft depressed median in lieu of a 44 ft depressed median	\$610,045	Yes	This will be done.
RD-2	Use Type A median opening in lieu of Type B median opening for the SB left turn lane onto driveway at Sta. 107+00	Proposed = \$231,397 Actual = \$379,400	No to recommendation as proposed  Yes to alternate recommendation	An alternate recommendation to eliminate the median break has been proposed and accepted. The median break was originally proposed to accommodate future growth, but both Chatham County and GDOT have indicated it is not required at this time. The actual savings represents the savings generated by eliminating the median opening.
RD-3	Lower the profile grade over the CSX railroad crossing	\$1,131,781	Yes	This will be done.

# STP00-0218-01(001) CSSTP-0007-00(259) Chatham Implementation of Value Engineering Study Alternatives

		National Control of the Control of t		
RD-14	Use separate structures for Little Ogeechee River Bridge and a Type A median opening for the SB left turn lane in order to reduce the bridge width	\$378,263	Yes	This will be done.
RD-22	Provide single span bridges with MSE walled abutments at the CSX railroad crossing	\$267,032	No	Although there are perceived construction savings, there would be more maintenance issues and potential costs with MSE walls and the approach roadway than there would be with typical spill through abutments. Also, MSE wall abutments greatly limit the possibility of future expansion for both roadways.
		PI No. 000725	9 INTERCHANC	GE (I)
I-3	Reduce the sum of the paved shoulders widths on ramps from 14 ft to 12 ft	\$77,935	Yes	This will be done.
I-4	Use single span bridges with MSE walls	\$241,945	No	Although there are perceived construction savings, there would be more maintenance issues and potential costs with MSE walls and the approach roadway than there would be with typical spill through abutments. Also, MSE wall abutments greatly limit the possibility of future expansion for both roadways.
I-6	Use 40 ft end spans on bridges across US 80	\$209,853	No	The length of the end spans will be determined during preliminary design. The lengths will be minimized to provide suitable clearance, a stable slope, and adequate drainage. Conceptual information indicates that the end span lengths may have to be substantially greater than 40 ft to provide suitable clearance, accommodate anticipated drainage channels, and to provide a stable slope in the highly erosive soils in this area.

The Office of Engineering Services concurs with the Project Manager's responses.

# STP00-0218-01(001) CSSTP-0007-00(259) Chatham Implementation of Value Engineering Study Alternatives

Approved:	OaldmRon	Date: _	9/2	110
	Gerald M. Ross, PE, Chief Engineer	33-		

REW/LLM

Attachments

c: Ben Buchan

Bobby Hilliard/Mike Haithcock/Robert Murphy Paul Liles/Bill Duvall/Bill Ingalsbe/Steve Gaston

Larry Bowman

Will Murphy/Cory Knox Brad Saxon/Teresa Scott

Ken Werho Lisa Myers Matt Sanders

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### INTERDEPARTMENT CORRESPONDENCE

FILE

STP00-0218-01(001) Chatham County

OFFICE Program Delivery

CSSTP-0007-00(259) Chatham County

DATE

August 30, 2010

P.I. #522790 and P.I. #0007259

Jimmy DeLoach Extension and Interchange

FROM

Bobby K. Hilliard, PE, State Program Delivery Engineer B. H.

TO

Ron E. Wishon State Project Review Engineer

Attn: Lisa Myers P.E.

SUBJECT Responses to Value Engineering Study Alternatives

Attached please find our responses for the Value Engineering Study conducted for P.I. #522790 and P.I. #0007259.

Additionally we have attached correspondence from the office of Roadway Design, The Office of Bridge Design, and The Office of Environmental Services for your review and concurrence with the value engineering recommendations.

The Office of Program Delivery concurs with the Reponses.

Please review and if you have any questions please don't hesitate to contact Robert Murphy Project Manager at 404-631-1586.

Thank you,

BKH:

Attachments

Cc:

### THOMAS & HUTTON ENGINEERING CO.

50 PARK OF COMMERCE WAY
POST OFFICE BOX 2727
SAVANNAH, GEORGIA 31402-2727
TELEPHONE (912) 234-5300
FAX (912) 234-2950
AUQUST 23, 2010

Mr. Leon Davenport Chatham County Engineering Post Office Box 8161 Savannah, GA 31402

Re:

STP00-0218-01(001) Chatham County Jimmy DeLoach Parkway Extension – trom I-16 to US 80 P. I. No. 522790 Value Engineering Study Final Report

Dear Mr. Davenport:

Based on our meetings with Georgia Department of Transportation and our review of the prepared Value Engineering Study Report, please see the following responses to the Report Recommendations dated March 2010.

### Recommendations:

- Idea RD-1; Use a 32' depressed median In-lieu of 44' depressed median, Cost Savings: \$610,045,00.
  - Yes, the design feam will implement this recommendation.
- Idea RD-2; Use Type "A" in-lieu of a Type "B" south bound left turn lane onto driveway at STA 107+00, Cost Savings: \$231,397.00.
  - No, the median break at \$TA 107+00 is being removed from the proposed design. The median break was included in the initial layout to accommodate future growth in the area, but it has been indicated by Chatham County and the Georgia Department of Transportation that it is not required at this time. Cost savings by removing median break: \$379,400.00.
- idea RD-3; Lower profile grade over the CSX railroad crossing. Cost Savings: \$1,131,781.00.
  - Yes, the design team will implement this recommendation.
- Idea RD-14; Relocate or delete southbound U-turn at STA 44+00; use separate structures for Little Ogeechee River Bridge, Cost Savings; \$378,263.00.
  - Yes, the design team will implement this recommendation.

Mr. Leon Davenport Chatham County Engineering August 23, 2010 Page 2

- Idea RD-22; Provide single span bridges with MSE walled abutments at CSX RR crossing, Cost Savings: \$267,032.00.
  - No, at the recommendation of the State Bridge Engineer (see attached), VE alternative RD-22 will not be implemented.

If there are any further questions or if any additional information is needed, please contact our office at (912)234-5300.

Sincerely,

THOMAS & HUTTON

Dovle D. Kelley, Jr., P.E.

DDK/sawr

Attachment

# McGee Partners, Inc.

1990 Lakeside Parkway Suite 240 Tucker, Georgia 30084 T 770,938 6400 F 770,938 6333

July 14, 2010

Mr. Leon Davenport, P.E. Chatham County
Department of Engineering
124 Bull Street, Room 430
Savarinah, Georgia 31401

Re:

US 80/Jimmy DeLoach Parkway Interchange CSSTP-0007-00(259) P.I. No. 0007259 Chatham County VALUE ENGINEERING STUDY

RECOMMENDATION RESPONSES

Dear Mr. Davenport:

After reviewing the recommendations from the Value Engineering Study Report prepared by PBS&J, dated March 31, 2010, and the recommendations from the Bridge Office, dated June 23, 2010, we offer the following revised responses to the three design alternatives suggested for the referenced project:

Alternative No. I-3: Reduce sum of paved shoulder widths on ramps from 14' to 12', Cost Savings: \$77,935

Yes, the design team will implement this recommendation.

Alternative No. I-4: Use single span bridges w/MSE walls (on bridges over US 80), Cost Savings: \$241,945

No, the design team will not implement this recommendation.

Although there are perceived construction savings, there would be more maintenance issues and potential costs with MSE walls and the approach roadway than there would be with typical spill through abutments. Also, MSE wall abutments greatly limit the possibility of future expansion for both roadways.

Alternative No. I-6: Use 40' end spans on bridges across US 80, Cost Savings: \$209,853

No, the design team will not implement this recommendation.

The length of the end spans will be determined during preliminary design. The lengths will be minimized to provide suitable clearance, a stable slope and adequate

McGee Partners, Inc.

Mr. Leon Davenport, P.E. Page 2 July 14, 2010

drainage. Conceptual information indicates that end span lengths may have to be substantially greater than 40' to provide suitable clearance, accommodate anticipated drainage channels and to provide a stable slope in the highly erosive soils in this area.

We have enclosed a project location map as requested by GDOT Engineering Services.

Please let me know if you have any questions or comments. Should you concur with these responses, please forward this to Mr. Robert Murphy at GDOT.

Sincerely,

McGce Partners, Inc.

Thomas M. Crochet, PE, PTOE

Show the

President

Enclosure

# Murphy, Robert

# ROSONAY DESIGN

From:

Sent:

McMurry, Russell Monday, May 24, 2010 6:13 PM Richardson, Darrell; Murphy, Robert

To: Subject:

Re: V.E. Recommendations and Responses for P.I.#522790 and P.I.#0007259 Chatham

County

Thank you Darrell. Very good point on future traffic and median width. Russell McMurry

Georgia Department of Transportation

Sent via Blackberry

From: Richardson, Darrell To: Murphy, Robert Cc: McMurry, Russell

Sent: Mon May 24 16:21:23 2010

Subject: RE: V.E. Recommendations and Responses for P.I.#522790 and P.I.#0007259 Chatham County

Robert,

In general, the 32 foot median is acceptable from a design criteria standpoint.

RO-1

Darrell M. Richardson, P.E. Assistant State Roadway Design Engineer Georgia Department of Transportation 404-631-1705 (Office) 404-895-5005 (Mobile) drichardson@dot.ga.gov

From: McMurry, Russell

Sent: Friday, May 21, 2010 12:31 PM

To: Richardson, Darrell Cc: Murphy, Reginald

Subject: Fw: V.E. Recommendations and Responses for P.I.#522790 and P.I.#0007259 Chatham County

RD-3

### Murphy, Robert

From:

DuVall, Bill

Sent:

Monday, August 30, 2010 9:48 AM

To:

Murphy, Robert

Subject:

RE: Scan001 (2).PDF - Adobe Acrobat Professional

### Robert,

As we discussed, it is acceptable to lower the grade over the railroad such that the minimum vertical clearance required is provided and accepted by the CSX Transportation. Let me know if you need anything else concerning this matter.

Thanks,

Bill

Bill DuVall Bridge Design (404) 631-1883

From: Murphy, Robert

Sent: Tuesday, August 24, 2010 11:16 AM

To: DuVall, Bill

Subject: FW: Scan001 (2).PDF - Adobe Acrobat Professional

Bill,

Please review RD-3 and provide concurrence with lowering the Bridge profile.

### Thanks,

Robert Murphy
Senior Project Manager
Georgia Department of Transportation
600 West Peachtree Street
Atlanta Ga. 30308
404-631-1586 office
404-309-0807 cell
email: romurphy@dot.ga.gov

From: Myers, Lisa

Sent: Friday, July 16, 2010 1:11 PM

To: Murphy, Robert

Cc: Hilliard, Bobby; Haithcock, Michael

Subject: FW: Scan001 (2).PDF - Adobe Acrobat Professional

There are still some problems with these responses.

### 522790

As I pointed out when I reviewed these before, RD-2 needs concurrence from Traffic Ops. It is very rare that they say yes to using a Type A median opening instead of a Type B.

# Murphy, Robert

TRAFFIC OPERATIONS.

From:

Zehngraff, Scott E.

Sent:

Friday, August 06, 2010 11:27 AM

To:

Murphy, Robert

Cc:

Werho, Ken; Zahul, Kathy

Subject:

RE: V.E. recommendation for p.l.#522790

In the VE Report, Alternate RD-2, recommended removing the Type B left turn lanes and replacing it with a Type A. This is a \$231,397 cost savings.

I don't recommend removing any Type B's based on the geometric advantages of them, i.e.: improved sight distance,

With the volumes of traffic on the roadway it would greatly enhance the efficiency of the intersection.

Scott E. Zehngraff, P.E. General Operations Manager Traffic Operations 404-635-8127 cell: 404-805-8016

From: Zahul, Kathy

Sent: Wednesday, August 04, 2010 6:47 PM

To: Zehngraff, Scott E.

Cc: Werho, Ken; Murphy, Robert

Subject: FW: V.E. recommendation for p.I.#522790

Please provide a response to the Type A vs. Type B median crossover for this project.

Thanks. Kathy

From: Murphy, Robert

Sent: Wednesday, August 04, 2010 2:25 PM

To: Zahul, Kathy

Subject: V.E. recommendation for p.I. #522790

Kathy,

I went ahead and attached this report just in case you were having trouble pulling the project up?

RD-2 is the recommendation I need you concurrence on or your thoughts of no going with their recommendation.

Any questions please contact me.

Robert,

# Murphy, Robert

OE S

From:

Bowman, Glenn

Sent:

Thursday, May 20, 2010 1:00 PM

To:

Murphy, Robert

Cc:

Hilliard, Bobby; Haithcock, Michael; Myers, Lisa; McMurry, Russell; Liles, Paul; DuVall, Bill;

Jubran, Abdallah (AJ); Geary, Georgene

Sublect:

RE: V.E. Recommendations and Responses for P.I.#522790 and P.I.#0007259 Chatham

County

### Robert.

All of the proposed design responses to the VE recommendations are satisfactory from an environmental perspective. It is important to note that several of the recommended changes would reduce the project impacts to the environment which is also a requirement of NEPA.

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
Phone: 404-631-1101 Fax: 404-631-1916

From: Murphy, Robert

Sent: Thursday, May 20, 2010 11:38 AM

To: McMurry, Russell; Liles, Paul; DuVall, Bill; Jubran, Abdallah (AJ); Bowman, Glenn; Geary, Georgene

Cc: Hilliard, Bobby; Haithcock, Michael; Myers, Lisa

Subject: V.E. Recommendations and Responses for P.I. #522790 and P.I. #0007259 Chatham County

For everyone listed within this email I have attached a copy of the V.E. recommendations submitted by PBSJ and the V.E. responses submitted by both design teams for the listed projects. Engineering Services has posted the official V.E. report on Terex under the P.I. number and archive folder for your use.

Please review each recommendation and responses as required by Engineering Services. I will need your concurrence if you agree with the responses submitted by the design team or I will need your written statement as to why your department does not agree with the responses.

I would like to receive your official letter to the Office of Program Delivery no later than May 25<sup>th</sup>. If there is a problem with meeting this date, please let me know in advance.

Thank you,

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE

STP00-0218-01(001)/CSSTP-0007-00(259)

DATE

June 23, 2010

CHATHAM COUNTY P.I No. 522790/0007259

Paul V. Liles, Jr., P.E., State Bridge Engineer

TO

FROM

Bobby Hilliard, P.E., State Program Delivery Engineer

Attn: Robert Murphy

### SUBJECT BRIDGE DESIGN VALUE ENGINEERING RESPONSE

The Value Engineering Study for the above referenced project dated March 31, 2010 contained four VE Alternatives requiring responses from the Bridge Office, VE Alternatives RD-14, RD-22, I-4 and I-6. Below are our recommendations for these alternatives.

<u>RD-14 VE Alternative</u> - "Use separate structures for Little Ogeechee River Bridge and a Type A south bound left turn lane reducing bridge width requirement."

Recommendation: Possible Implementation. If the turn lane can be eliminated as proposed in this VE Alternative, the bridges can be constructed separately. Elimination of the turn lane will be determined by the road designer.

RD-22 VE Alternative - "Provide single span bridges with MSE walled abutments at the CSX railroad crossing."

Recommendation: Do Not Implement. Although there are minimal perceived savings based on the analysis in the VE Study, the Bridge Office does not recommend implementation. Long term, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. Also, MSE wall abutments greatly limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction and coordination with subcontractors and equipment, bridge costs and wall costs are usually higher than the general bridge and wall costs when used for separate structures.

## I-4 VE Alternative - "Use single span bridges w/ MSE walls."

Recommendation: Do Not Implement. Although there are minimal perceived savings based on the analysis in the VE Study, the Bridge Office does not recommend implementation. Long term, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. Also, MSE wall abutments greatly limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction and coordination with subcontractors and equipment, bridge costs and wall costs are usually higher than the general bridge and wall costs when used for separate structures.

# I-6 VE Alternative - "Use 40' end spans on bridges across US 80."

Recommendation: Possible Implementation. Structurally the 40 foot ends spans proposed can be constructed as long as there is suitable clearance and adequate drainage. These issues should be determined by the design engineer during the preliminary layout phase of the project.

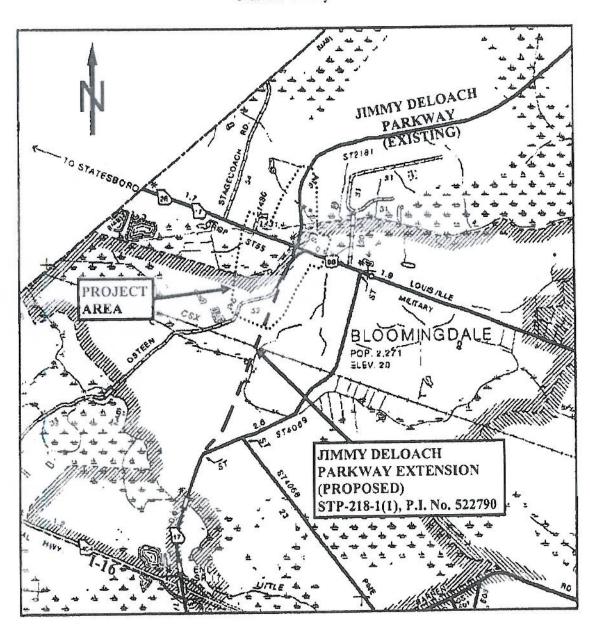
If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address bduvall@dot.ga.gov.

### PVL/WMD

cc: Ron Wishon, Engineering Services

Bill DuVall, Bridge Office

Project Location Map
US 80/Jimmy DeLoach Parkway Interchange CSSTP-0007-00(259) P.I. No. 0007259 Chatham County



# PRECONSTRUCTION STATUS REPORT FOR PI:622790-,0007259

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# PRECONSTRUCTION STATUS REPORT FOR PI:522790-,0007259

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173-1209   Partic Helder and Approval   1721-1909   1242-1909	•			Public Information Open House	e Held	C413:1997	F091/21/9	100						
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